# TRIPLE DECKER CAR TO SOLVE TRANSIT PROBLEM

Even Extensive Expansion of Subway System Now Under Way Will Prove Inadequate Within Twelve Years-Double Decker Cars Already Successfully Used-Story More Would Increase Present Traffic Capacity 200 Per Cent,

morease (and not by any means pessimis-

of trumpets as the cureall of the then other city of any magnitude. existent "rapid transit" miseries passenbe repeated because the extension and in total.

THREE hundred million dollars is speed cannot be made as is made now. Now every so often in this district up to be spent to improve the seatiess, straphanging, transportation conditions in New York city

It is a mere matter of applying the additional current necessary to carry the greater load. Three locomotives are where from 1,000 to 2,000 additional travel-

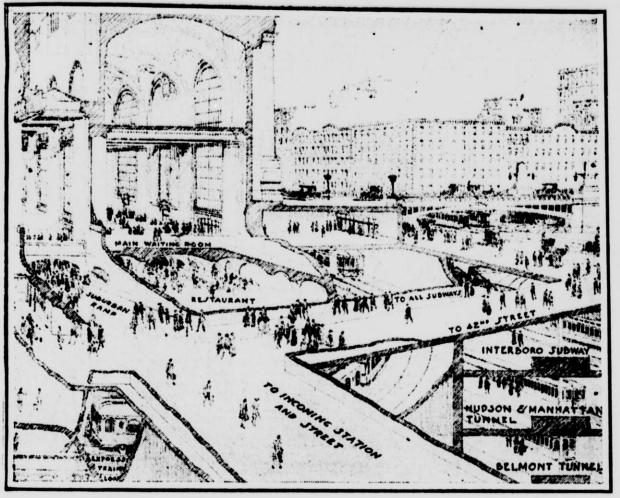
gers were again jammed in cars like sar- let us consider this: There should be a another skyscraper and along come nes. This was over three years ago, definite ratio established between a city's 1,000 to 2,000 more to be carried daily the first subway having opened late in daily travelling population and the trans- into and out of the congested district. year 1923 this experience portation efficiency of the city's carriers. Just at this point a page from the down

ed to the same degree of efficiency in- amount of travelling population require Land in the skyscraper district is as crease as attended the planning of the a given number of cars operated on a crowded and jammed and packed on the certain given headway and at a given surface as the cars of transportation

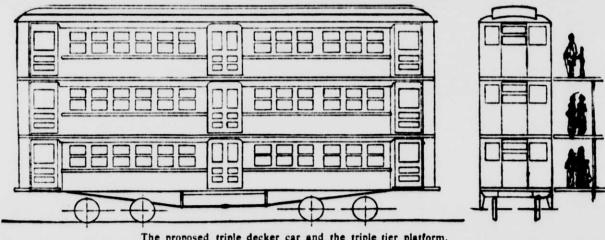
town real estate system's book reveals

period of ten years. That's the often used on steam roads to help pull a ling population to this packed and jammed f time ten years that the con- heavy load over a mountain ascent or section. They go to work and quit work ated expansions will prove of bene- even on level stretches where trains are simultaneously with the hundreds of the tier system. The express and onservative estimate of population unusually long and carrying to their full thousands of others already travelling suburban train levels in the Grand Cencapacity. There are many minor diffi- to and from the district every day. Does net prediction) is the basis for declaring culties that will be suggested and these or can the city's transportation system that a decade of increased efficiency will be taken up after it is demonstrated that the triple decker car and triple at present, provide for this big influx built again. novelty, are the logical solution of traffic dling? It cannot. It is already full to the way system opened with a great flourish congestion troubles in this and every seat and strap capacity and then full a little more. As a necessity of this demonstration admitting its helplessness when up goes

expansion of the greatest system is lim- Once it has been agreed that a given a solution of the railway problem.



View of Grand Central Station expansion showing the five levels of city transit to the right and the facility with which raffic can be accommedated at the varying levels necessary for the use of the triple decker car.



The proposed triple decker car and the triple tier platform.

car and the triple tier station solution?

Ponder on these two suggested con-structions for a better New York city problems. and make up for it by building toward transportation-a triple decker car arrivengineer whose offices are in the lower amazingly comfortable for thirty years portation efficiency. to come. This engineer fully understands of the answer: "Can a railway car twentya speed of thirty-five miles an hour?"

bear the additional weight. hese triple decker cars when used for same double track. underground, elevated or suburban

ed themselves on the various heights ing, and even this broadening will at best by means of the station elevators. When give relief for but ten years. the triple decker train enters the station

There is no reason at all why the same for mob transit in the whole known world. but the car seems to suit. How about the

have not sought for a permanent travelling may be considered a workable zone solution of the problem rather than a ten unit upon which future changes and exyear makeshift expedient? Have they pansions must be based. It might be called ver wied, do you know, the triple decker the unit of transportation efficiency, and once agreed upon could be used as a stand-

That is, every time there is a percentage ing at and leaving from a triple tiered of increase in any city's travelling popustation platform. The proposition of a lation the same relative increase must be crank visionary or the vagary of a super- made in the transportation efficiency. ficial thinker, you say? Well, there's an This ratio strictly observed—and the receipts of a railway system are a sure sayscraper district and whose reputation revealer of increase in travel—the plan is more than local in his profession who and scope of extensions and additions insists that the proposed car and the pro- must take into consideration the near posed platform are absolutely feasible of future likelihood of the population baromemployment and that their adoption will eter rising and demanding a corremake travel through the five boroughs sponding movement on the part of trans-

In figuring comprehensively on transthat must be allowed for in planning portation congestion relief these facts buildings? Then add to the height of the propulsion of a car nearly three times also must be considered: Lengthening the ordinary,height at a high rate of speed. trackage does not furnish more seats in an already overcrowded district 1,000 is a case of successfully answering nor provide more room in cars. You to 3,000 population that must be carried lowing question and just as suc- may extend a double track railway sys- to and fro immediately, for six days a week tessfully making commercial application tem to Albany or to Montauk Point from then call forth the triple decker car and the borders of New York city and there the three tier station platform to meet we feet in height be propelled with safety | will be no more room in cars passing the emergency. through the city than there is now. Here is the suggestion, a little more still have only the double track. Light and installation of triple-decker cars shorated, as the engineer gives it. It traffic at the distant points along the and triple tiered stations of course it proposed to construct cars that shall double track does not bring light traffic of three decks or stories. These cars within the zone of congestion. Extend being spent now look what might be done are to be of exactly the same length as if you will a double track system to Jerome se now in use, but of a height that will Park and thousands will remove to that attention to relieving congestion near old twelve to fifteen feet to the present vicinity. But those who went down measurements, with axles and wheels to business in the congested quarter of to be enlarged if necessary so as to better the city before the Jerome Park extension will still have to ride there and over the

Broadening the trackage of a systemsurface traffic will pull into stations built that is, laying additional track beside with three platforms of varying tiers. or parallel to track now in use without h deck or story of the triple decker a doubt will relieve congestion, but a car will be on a level with each platform what cost? It is just now costing \$300,000,- now to be spent. And one excavation the station. Passengers waiting 600 to carry out an expansion scheme for triple dehker cars saves ripping up at the station will already have distrib- | that embraces a percentage of broaden-

Lastly, in considering the conditions they step on a level to each of the decks affecting traffic congestion these facts of the words "absurd" and "crazytories of the car according to where should be noted, for they have much to they have elected to board the train. de with the ratio between travelling The signal is given and the triple decker population and transportation efficiency. ditch in the street," would never do it take starts, carrying as it leaves just The mightiest mass of the daily travelling you listened to the transit pessimists three times the number of passengers population of New York arrive in and that can be carried by the present form depart from the downtown skyscraper avenue line seem absurd? True, they of car.

Now in the expenditure of this mighty speed to insure comfortable and ex- systems of the city are. In this respect sum of money for additional rapid transit peditious transit, then the ratio thus es- real estate operators and municipal railfacilities that can afford but temporary tablished between the number travelling way operators have the same trouble height of car at three different levels telief how comes it that the capitalist, and the number of cars and seats and confronting them—the need to accomthe engineer, the city official and the pub-speed conditions necessary for such modate more population in the skyscraper

> But the real estate men have already buy more land. It was too precious even to be sold. So they had to rest content the sky. They built until they embraced in cubic content an amount equal to what they had been unable to purchase on the surface of the street. And therein lies the solution. Apply the same methods to New York's transportation insufficiencies.

Lengthening trackage is useless. Broadening trackage is so expensive that it can be exactly compared to the practical impossibility attending the attempts of real estate men to purchase nore ground. All that's left to do is to go up in the air. Add to the height of cars. If a completed skyscraper gathers

As to the initial expense of excavation will be large. But for the \$309,000,000 to establish such a system by paying more the heart of the city than to extending trackage that does not relieve the con gestion at all. And constructing and establishing for thirty years warrants a large expenditure, for by pursuing transpertation construction methods of the past within the next thirty years there will have to be at least three more expenditures fully as large as the \$300,000,000 streets for two other excavations later on.

It may be declared abourd to think of building and operating successfully a triple decker car. Do you recall the use notioned" and "looney" when the present subway was first broached? "Digging s ditch in the street," would never do-if Does the double decker car on the Seventh

Fifth avenue double decker stages? Anything absurdly wrong with them? As to triple tiered station platforms, examine the new Grand Central Station. where express trains arrive and depart on tier below the street and the suburban trains on tier below the express trains At Thirty-fourth street and Fourth avenue there are no less than five levels.

one above the other, on which transporta-tion systems are operated. At this same point there are no less than four levels, one above the other on each of which transportation systems are now operated or soon will be.
The lowest level of the four is the FACE Belmont tunnel. On the next level above is the Hudson and Manhattan Above this is the present subway, and finally above this is the street surface over which trolley cars pass This shows the possibility and utility of tral illustrate what station arrange-ment could be made for double decker

cars now and triple decker if built.

The triple decker car can be conhe same as used on the ordinary subway cars now. Drawings and specifications of cars containing many more loors than these were submitted to the Service Commission by a special onsulting engineer five years ago and heir adoption recommended. In the multiple door cars are used success fully in the West and that by means of an ingenious electrical attachment motorman receives the signal to is closed and not before. Adopting this attachment will make safe the entire three decks or stories of the proposed car. Not until all are closed will the train of big coaches start, thus insuring safety at this very important stage of transit.

The present subway cars are 51 feet inches over all in length and 8 feet 7 nches in width. Each of the new metal cars is provided with from forty-eight o fifty-two seats. The cars are as long as the curvature of the tracks will admit

can be provided with stairways from one deck to another. It will take up years railroad expenses have been quite some room, but the gain of space be-

tachment that notifies the motorman that all doors of all cars on the train are closed, likewise the closing of all doors on a single car may be signalled to trainmen in such car. The signals electric instead of by bell cord.

The initial expense of the first cars i what will make the innovation appear out of economical bounds. After that, nowever, the difference in cost of run ning is by no means an item of grea

on three tiers and have single decker it is not barely possible that we have cars run on each tier would attain the overdone it." same ends. So it would; but if you thought the excavations for three decker cars and three compact tiered stations were expensive, what would an excavation cost for three tiers on which single decker cars could be run? excess of the first plan both in the digging and in the operation.

When the term double track is used it is intended to convey the idea that four steel rails are employed. To duplicate a double track would mean to parallel it with four more steel rails, making it then in parlance a quadruple track. To operate trains of the present below the surface of the ground would equal the serviceability of the triple decker car, but the number of men necessary to man the cars would of course be solved their problem. They could not three times as many as are now employed With the triple decker only one motor man would be needed and very likely after the installation of the electric door closing signals only the same number the ordinary height of car.

Summed up, it is whether or not the capitalist and the city official and the publicist and the engineer are sufficiently broad and energetic to demand that New York transportation systems shall be for a generation and not for a decade. Are they not willing to champion the construction of a system that s built 25 per cent. for the present and 75 per cent, for the future? Public spirited men are more than likely to favor that plan, which while providing for this year's needs will also provide for many years to come.

### BUSINESS TROUBLES.

SMITH-LENTIN MANUFACTURING COM-PANY—A petition in bankruptcy has been filed against the Smith-Lentin Manufacturing Company, ostrich feathers and milit

## **PUBLIC TAKES SIDES** WITH THE RAILROADS

Newspapers Change Attitude and See Need of Higher Rates.

NEW CONDITIONS

'Railway Age Gazette" Points to Revised Editorial Opinions.

he public toward the railroads is a matter of strong comment in the current ssue of the Railway Age Gazette.

When the railroads sought to advance their rates in 1908 and again in 1910 they were severely criticised by many of the newspapers. When the roads recently asked for permission to increase rates 5 per cent. in Eastern territory Copper Statement To-morrow exthere was a marked change in the pub-

Newspapers which denounced the railway managements now frankly concede that in recent years most of the railway managements have been doing their best to give good service and economical administrations. Publications which formerly flatly opposed any advance in rates as being unnecessary and unwarranted now frankly concede that the situation has entirely changed and the petitions for advanced rates are more reasonable than formerly. There follows a number of editorial

opinions gathered by the trade paper: Philadelphia Public Ledger: "When the Interstate Commerce Commission; takes up this freight rate request it is bound by every instinct of national weland as wide at the top as the clearance fare to consider it in the broadest pos-in critical curves will allow. A conduc-sible way. The pastime of bullying in critical curves will allow. A conduc-tor and a guard are necessary to man three cars and an additional guard for every car added in making up a train.

Each of the triple decker are will.

Each of the triple decker are will. Each of the triple decker cars will be roads without any unnecessary delay."

Chicago Tribune: "The resort of the Each of the triple decker cars will be equipped with two ladders for accident or emergency use. Should a block occur in a subway the trainmen can place these ladders from the top deck to the ground and down them passengers can come. But this is only in cases similar to where passengers of the present subway system are permitted to disembark from a car between stations because of an accident. The present subway cars, it will be noted, have no steps to descent in might have been expected, but it is not to be interpreted as significant of railway conditions in general, emphasizes the heavy pressure under which railway management has been raising a voice of protest and warning. • • • was a difference of opinion. One large producer looked for a 10,000,000 pounds.

The present subway the trainmen can place the frisco and the Chicago Aribune: "The resort of the Frisco and the Chicago and Eastern III-sociation meets at noon, at which time the statement of refinery operations will be announced. Estimates made for Thg Sun warning. • • • was a difference of opinion. One large producer looked for a 10,000,000 pounds than might have been expected, but it is an accident. The present subway cars, it will be noted, have no steps to descend when the car is not at a station. The height from the ground is four feet at least.

For street surface use or suburban use where it is not desired to build a three tiered station the triple deckers can be provided with a station. This relief, it would seem, must come if at all in the form of a reasonable but sufficient advance of Feb. 38,439 26,541 32,218 54,600 \*\*\*00 freight rates."

than might have been expected, but it is opinion that the falling off might run up to 20,000,000 pounds. The statement will compare with the following figures, which have been reduced to tons:

American Stocks

Preduction of the falling off might run up to 20,000,000 pounds.

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some room, but the gain of space because of the three stories will more than
make up for this.

Motormen, conductors and guards may
be stationed on the lowest or highest
of the three decks of their car. Door
opening mechanism now in operation in opening mechanism now in operation in other cities will swing doors much more easily than in the present subway system, and by means of the electric attachment that notifies the motorman tender of the three decks of their car. Door ment that the roads are never under opening mechanism now in operation in any circumstances to be granted an increase in rates. They are entitled to an impartial judgment on the fasts, and we have no doubt they will get it."

Philadelphia Bulletin: "It is to be rectachment that notifies the motorman. ognized that the general railroad business of the country is not in a condition to stand further increases of expenses with-

out being granted a right to additional earning power."

Boston Post: "The public will have to chip in a bit for the increased pay to employees, and we believe it is perfectly will-

St. Joseph (Mo.) Gazette: "Restrictive of France.

Some of the leading producers reported their May output as follows, in comparison with the preceding month (in reported). sults of the restrictive and han It may be pointed out that to build pering legislation we have subjected the national three tiers and have single decker railroads to for a generation and see

Springfield (Mass.) Republican: "Much has been made of the claim that greater efficiency in running railroads would crease their revenues, but unless we are to assume the grossest kind of laxness hitherto, this alone would not produce earnings sufficient for the emergency. We cannot be justified in regulating railroads to death. The railroads are likely to find the Interstate Commerce Commission much more favorably disposed than once toward some measure of relief."

"The change in the attitude of the public," comments the Railway Age Gazette, "has been brought about, first, by more circumspect and efficient management of railways, and second, by the policy followed by the railways in recent years of frankly and squarely meeting in public discussion every issue affecting them that has been raised."

### STEEL TONNAGE DECREASE

Falling Off of About 500,000 Tens Expected-Wire Prices Lower.

The United States Steel Corporation unfilled tonnage figures for May, to be published at noon on Tuesday, are expected to show a decrease of about 500,000 tons. This compares with 490,000 tons decrease for April. If such a large total is shown it will mean that the Steel Corporation will have under 6.500,-000 tons of business left on the books, as compared with over 7,900,000 on De-cember 31. However, the total left will be sufficient to provide for production at full capacity for several months in all lines and for eight to twelve months for some kinds of steel if orders show no increase over the present rate. New business has been booked at about the same volume so far in June as in May, which will mean another large decrease in un-filled tonnage for the month unless there is an improvement in business during the

panies in steel prices was made in the last week when steel wire and wire proding Company, estrich feathers and millioners supplies, at 725 Broadway. Liabilities are said to be \$4.800 and assets \$1.500 to a sign of much weakness as there had been an advance of the same amount been an advance only a few weeks are said to be \$4.800 and assets \$1.500 to \$2.000.

LEON FELDMAN—A petition in bankruptety has been filed against Leon Feldman, dealer in painters' supplies and wall paper at 55 Avenue D. Judge Hand appointed John L. Lyttle receiver, bond \$750. He began business on January 1. 1907, and on September 20 last was damaged by fire and received \$5.000 insurance. It is said.

JOHN WEIL, baker, of 735 Home street. Bronx, has filed a petition in bankruptey with liabilities \$11.071 and no assets. He filed the petition to get rid of a judgment obtained against him on May 31 by Gustav Zusman for \$10.132 damages for personal injuries.

ADELE SPAULDING, dressmaker, of 10 West Forty sixth street, has filed a petition in bankruptey with liabilities \$5.560 and nominal assets \$5.030. She assigned for the benefit of her creditors to Charles B. Eline and Percy Vaiden.

LOUIS ADELSON—Schedules in bankruptey of Louis Adelson, clothing manufacturers at 10 Washington place, show liabilities \$14.724. Kingsland estate, \$15.000; S. Slater & Sons, Inc., \$4.816; Oakdale Mills Company, \$2.678; German Exchange Bank, \$4.387, and First National Bank of Bayone, \$3.756, M. M. Hart is an unsecured creditors for \$20.000.

EDWARD P. DANGLER—Judge Hand has appointed George H. Schmale receiver for fedward P. Dangler, tailor, at 4 Barclay street, bond \$500, and he is to serve without compensation. He is credit manager for one of the creditors.

consumers are still withholding their orders, where they can, in hopes that lower prices will soon prevail on account of the outlook for a reduction in the tariff on iron. However, many consumers have waited as long as they can, according to report, and will have to buy iron very soon because of the depletion of their supplies. Stocks in the hands of users and makers alike are supposed to be quite small. quite small.

The output of iron in recent months and for the past three years is shown by

the following	g table	(tons)	1	
	1913.	1912	J911	1910
January	2,795,331	2,057,911	1.759.000	2,608,605
February	2,586,337	2,100,815	1,794,509	2,397,254
March	2.763,563	2,405,318	2.171.111	2,617,949
April	2,752,761	2.375,436	2,064,086	2,483,763
May	2,822,217	2,512,582	1,893,456	2,390,180
June	****	2,440,745	1,787,566	2,265,478
July		2,410,889	1.793,068	2.145.442
August		2,512,431	1.926,637	2,106,847
September	****	2,463,839	1.977,102	2,054,275
October		2,685,933	2,102,147	2.087.385
November		2,630,854	1,999,433	1,909,780
December	****	2,782,737	2,943,071	1,777.817

| January 2,795,331 2,005,191 1,794,005 2,005,005 | March 2,763,503 2,405,318 2,711,111 2,617,005 2,307,204 | March 2,763,503 2,405,318 2,101,111 2,617,005 2,307,204 | May 2,522,217 2,512,502 1,803,505 2,433,753 | May 2,522,217 2,512,502 1,803,505 2,235,753 | May 2,522,217 2,512,503 1,205,750 | May 2,522,217 2,512,503 1,205,750 | May 2,522,213,71 2,513,753 | May 2,522,213,71 2,523,753 | May 2

of course would mean that the demand for copper would not be so great in the near future as had been anticipated.

Abroad manufacturers are understood to be busy, but they have been making no purchases of the metal during the last month, having taken sufficient copper, as indicated by our recent exports, to last indicated by our recent exports, to last them for many weeks

		American		Stocks	
	Produc		Er	in Amer	In-
1913.	tion	sumption.	ports.	ica.	crease
Jan	64,064	29,111	26,957	55.000	7.98
Feb	58,459	26,641	32,218	54,600	*40
March	60,827	34,190	34.687	46.550	98.05
April	60.417	84,892	88,346	83,728	•12.82
Jan	53,276	27,832	85.789	29.589	*10.34
Feb	51,802	25.102	28.191	28,098	•1.49
March.	56,113	39,129	26,241	27.843	25
April	56,011	31.033	23,773	29.047	1.20
May	56,579	32.456	31,020	22,151	•6.89
June	54,605	29,529	27,433	19.793	•2.35
July	61.232	21,738	26,840	22,446	2.65
Aug	65,012	85.144	81.457	20,849	
Sept		28,331	26,804	28,155	•1.59
Oct	64.913	37.846	21.269		7.30
Nov	60,182	80.969	24.968	84.261	6.10
Dec	63.997	26,112	29.337	88,466 47,014	4,20 8,54

Advices received from Merton yesterday stated that inquiry from consumers had been unusually quiet and transactions in been unusually quiet and transactions in refined copper were all done by dealers at concessions. First hands continued to quote 175 5s., claiming to be well sold ahead. Fair orders for tubes were placed by English railways and 2,500 tons of telegraph wire were taken by French manufacturers for the postal department of France.

with the preceding	Man.	Apr
Anaconda	25.600.000	23, 900
Copper Queen	8,801,605	8,210
Detroit	2.001.633	1.88
Moetezuma		
Mammeuth	1.700.000	1,450

### DAIRY PRODUCTS MARKET.

BUTTER—Receipts for the week 72.189 packages, compared with \$1.030 last week and 71.255 the same week last year. The receipts from May 1 are \$12.907 packages, compared with 298.808 packages last year, over 14.000 more than to May 1 last year. While Saturday is a short day, what trading was done was at 27% c. as a rule, although some lots of extra creamery were picked up at 27% c. Even at the lower price receivers cannot come out even after paying the premiums which they are forced to do in the West to get the stock. Under grades continue active and the market closed steady to firm, with quotations unchanged. Creamery extras, 27% 927% c.; firsts, 25% 27c; seconds, 25% 425c; State, dairy finest, 27c; good to prime, 25% 425c. Imitation creamery, 24% c. firsts, 24% c. Factory, firsts, 23% c. acconds, 22% 22% c. Packing stock, No. 2, 21% 21%c.) No. 3, 20% 20% c.

CHEESE—Short day made trading light, although feeling is firm and better trade is expected next week, as the quality will be better and prices may be %c. up. The fine grades are going into the coolers and what old stock is here is cleaning up, so that this week will probably see nothing but new cheese to offer. Quotations are unchanged and follow; State, whole milk fresh colored, special, 14% 21% c.; white and pale, specials, 14% 21% c.; white and pale, specials, 14% 21% c.; poor to fair, 5% 61% c. compared with 142.805 last week and cases.

been placed. The outlook for large crops in the fall has not forced any increase in buying of cars and locomotives, although there are many roads which have not sufficient equipment to satisfactorily handle a big increase in traffic which would certainly result from another crop above the average volume.

Some authorities think that there will be a substantial improvement in the buying of iron during the next few weeks. Consumers are still withholding their orders, where they can, in hopes that lower prices will soon prevall on account of the outlook for a reduction in the tariff on iron. However, many consumers have waited as long as they can, according to

### PUBLIC UTILITIES.

Railroads under the jurisdiction of Railroad Commission of Georgia has creased their gross earnings from \$55,272 in 1910 to \$67,298,412 in 1912 commission approved scentification of \$59,696,990 in 1947, as pared with approveds of \$71,996,888 in The gas, electric light, power and tric railway companies make the favorable showings. The net earning

The proceeds of 1912, of which \$2,000,000 was issued last year for the construction of a central generating station, the acquisition of new properties and to retire other notes. The new central generating station of 72,000 horse-power has just been completed and placed in operation at Lowellville. It is said that contracts closed since the erection of this station will add \$258,000 to the gross-revenue of the company.

The Monongahela Traction Company is continuing to gain in its earnings. Gross earnings for April were \$11,065, an increase, of \$5,735 over April of 1912, while the surplus after charges was \$20,753, a slight increase. For the four mouths ended April 20 gross earnings were \$277,448, an increase of \$34,214 over the same period in 1912 Surplus after all charges for the four months was \$32,555, an increase of \$12,000, in the continuity of the c

The Huntington Gas and Development Company, recently organized by men of Huntington, W. Va., and E. W. Clark C. O. of Philadelphia, is now making contracts for gas with industrial consumers at Huntington and Ashland. Gas will be supplied to the Chesapeake and Oblo Railroad shops at Huntington and to the plants of the Ashland Steel Company and the Norton Iron Works Company of Ashland Pipe lines to transport the gas from the fields to the Oblo River are now being constructed.

### Live Stock Market.

is expected next week, as the quality will be better and prices may be \( \) \( \) \text{U. up.} The fine grades are going into the coolers and what old stock is here is cleaning up, so that this week will probably see nothing but new cheese to offer. Quotations are unchanged and follow: State, whole mik, fresh colored, specials, 14\( \) \(

REAL ESTATE AT AUCTION. REAL ESTATE AT AUCTION.

### ABSOLUTE DISSOLUTION SALE Wednesday, June 18, at 12 o'clock noon, at the Exchange Salesroom, 14-16 Vescy St., New York By order of Brady Realty Co.

191 CHOICE LOTS

Finest Property THE East Bronx Right at the Baychester Av. STATION 2d Station above of New York, Westchester & Boston R. R.

Which Will Be Connected With Present Subway at 180th St.

ASSESSMENTS PAID for the opening of Baychester Ave. and 222d
Street and the widening of Boston Road. 70% May Remain on Mortgage at 5% WESSELMAN & KRAUS.
Attorney, & Liberty St.
BOOK MAPS AND FURTHER PARTICULARS FROM ATTORNESS OF A BRYAN L. KENNELLY, Real Estate Auctioneer,

156 Broadway (Telephone Cortland: 1547), New York

AT AUCTION
On BAYCHESTER AV., the "34th St." of Bronx
Boston Road, the "Broadway" of the Bronx.
East 222d St. and adjoining streets.